Rescuers Seen by Telescope.

When day broke this morning the rescue boats had not yet returned here from the scene of the wreck. People from the scene of the wreck. People standing on shore at Father Point H. B. Irving Seeks News of scanned the horizon with telescopes, saw the rescue steamers picking up boats in the river and prepared to give help to the survivors. They were sore ly in need of help, as most of them had on little clothing and the temperature

was almost down to the freezing point. When they had received attention and had been sent to Quebec the work of recovering the bodies was under-The rescue steamers themselves had brought in almost fifty of these, and to-night after they had continued their search the entire day a total of about 250 bodies had been recovered. One woman and four mea still living but unconscious were picked up during the day by the steamers, the Canadian Pacific Railway's offices Few of the bodies had been identified to-night.

lie to-night in the saeds at the wharf inquiries, as it was believed that there here. Some of the bodies have been were no Americans on board. Reiaidentified and claimed; the others will tives of the passengers were downcast be kept here until friends or relatives bodies on the wharf is that of a woman had been lost and then cheered by the have been heard from. One of the whose arms are clasped tightly about false message that all had been saved. her child. Many of the bodies are torn Gloom was general over the late news

It was noticeable that on board the drowned. train that took the survivors from

built in Glasgow in 1906 by the Fair- officials were harassed by questions. field Company, Ltd., and was owned by the Canadian Pacific Railway. She carried a full wireless equipment.

The Storstad registered 6,028 tons. and her owners are Dampsk, Aktiesel: pleasure of the voyage home. Maritime, of Christiania, Norway. She is a single screw vessel.

spot where the collision took place this was not involved.

433 RESCUED OUT OF 1,367 ON BOARD army's headquarters.

Survivors, in Pitiable Straits, Reach Quebec in Special Train.

Quebec, May 29.-A train with 296 survivors from the sunken steamship Empress of Ireland reached here shortly before 8 o'clock to-night. The rescued on board numbered 29 first class, 29 second class and 101 third class passengers vivors were left at Rimouski, making a total of 433 saved. As revised figures "the room" in the anxiety of members to

Miss Mabel Hackney, and two other members of Mr. Irving's company, Mr. and Mrs. Harold Neville. Mrs. Irving's lime, and in this belief some undermaid, Hilda Hageston, was also in the writers reinsured at 4 guineas per cent. maid, Hilda Hageston, was also in the writers reinsured at 4 guineas per cent. death in the ill-fated steamship. party. A large number of members of the Salvation Army, bound for their in-

announced that the Empress of Ireland insurance, had collided with an unknown ship thirty The loss The Marconi station had heard the "S O S" signals of distress and reported that the Canadian government Eureka and the mail tender Evelyn, stato the rescue. The wireless people report- easily run into another \$1,100,000. ed that they had been in communication

received. Father Point reported that the Hannover, of the North German Lloyd Line, was the vessel which had been in collision with the Empress of Ireland, trose. and that probably both steamers had been Mr. and Mrs. Laurence Irving had a time in St. Petersburg as an attaché of and that probably both steamers had the bost of personal friends here, apart the British Embassy. An inherited taste lost. This added to the gravity of the host of personal friends here, apart the British Embassy. An inherited taste lost. This added to the gravity of the prominence that Laurence for the stage was however, stronger than news as the Hannover was known to have more than 1,300 immigrants aboard bound Irving had attained among the stage for this port from Rotterdam.

Then Father Point's operator announced that he had been in error about the Hannthat he had been in error about the Hand-over and had learned that it was the over and had learned that struck the the members of which, it was generally Toole's company, and thereafter his course Empress of Ireland.

SIR H. SETON-KARR LOST Well Known Big Game Hunter and Practical Naturalist.

ested himself in a practical way in varimatters of civic importance. He the eldest surviving son of G. B. ous matters of civic importance. Seion-Karr, who had a distinguished seion-Karr, who had a distinguished a message of sympathy and condo-Resident Commissioner at Baroda dur- lence to the army at Toronto, announcing the mutiny. He was born in India ing that he was sending Commissioner en February 5, 1853, and after winning McKie "to stand by you." The meshonors at Oxford was called to the bar sage concludes: "Mrs. Booth joins me he played under his own and Sir Herbert in Norway, in British Columbia and in in Canada and the home land." the Rocky Mountain region of the United States, and secured a notably fine collec-

which he was an expert, and he was a concerning the fate of the passengers member of the royal commission of and crew of the steamer Empress of Ire-food supply in time of war. He was a Unionist member of the British House of of the vessel belonged to Liverpool, and Commons from 1885 to 1906, and was a pathetic scenes were witnessed when commons from 1830. As the author candidate again in 1910. As the author of "The Call to Arms." "My Sporting Holidays" and numerous magazine articles on travels and sports, he was well known. Two sons and daughter survive Earthquake in Alaska.

Sir Henry sailed from England for America on the Lusitania on May 9, and at that time commented in generous at that time commented in generous terms upon Colonel Roosevelt's South American trip. "It was a brave thing for him to do," he said. "I admire him for him to do," he said. "I admire him o'clock this morning, accompanied by a rot believe all he says, but it must be remembered that all explorers are jeal-ous."

Mr. Irving was in 1898 announced to be engaged to marry Miss Ethel Barrymore, but their wedding did not take place. In stead, he was married a few years later to Miss Mabel Lucy Hackney, an accomplished English actress, who was theremulated that all explorers are jeal-ous."

GRIEF IN LONDON; FALSE HOPE RAISED

His Brother at C. P. R. Offices.

LIST OF SURVIVORS LONG UNAVAILABLE

John Burns, President of the Board of Trade, to Start Inquiry on Disaster.

[By Cable to The Tribune.]

London, '1ay 30 .- Crowds thronged here from noon yesterday to late at About three hundred bodies of dead night. There were but few American by the first reports that all on boar! that a minimum of 700 had been

There were no survivors' lists until Rimouski to Quebec the greater num- after nightfall. The bulletins posted in ber of those who had been saved from the Canadian Pacific windows caused The Empress of Ireland was a twin faint after attempting to read one screw vessel of 14,191 tons. She was aloud. Many women were weeping and SHAUGHNESSY GIVES

H. B. Irving and many actors were clamoring for word of Laurence !rving and his wife. Murray Carson, a friend of Laurence Irving, had a recent cable She was built by the Armstrong-Whit- dispatch from him telling of a pleasant worth Company at Newcastle in 1911, Canadian tour and of the anticipated

First Report Erroneous.

The North German Lloyd line offices The disaster recalls the accident that were also besieged as a result of tile happened to the sister ship of the ill- first report that the Hanover had been nessy, president of the Canadian Pacific fated vessel, the Empress of Britain, in collision with the Empress of Ire- Railway, issued the following statement that two years ago rammed and sank land. A wireless relayed from the the collier Helvetia in almost the same Hanover, however, showed that sne

Salvation Army officials said that the delegates to the congress to be held history of the St. Lawrence route. here were all Canadians, so far as they knew. ...nxiety among the Salvation- telegraph or telephone stations from the ists was great, and crowds visited the scene of the wreck there is an unavoid-

John Burns, President of the Board of Trade, visited the Canadian Pacific dall in the course of the afternoon. Railway offices twice during the day to obtain the latest news, and requested to be kept fully informed. Later he conferred with the Admiralty. An inquiry will, of course, be started.

the news of the disaster.

Not since April, 1912, when the loss and 237 of the crew. Thirty-seven sur-"the room" in the anxiety of members to to arouse the passengers and get them the ship, the probable number lost is 934.

The Empress of Ireland, commanded uality to the Empress of Ireland. From clent to accommodate a very much larger show 1.367 persons to have been on board learn the latest information of the cas- into the boats, of which there were suffi-The Empress of Ireland, commanded by Lieutenant H. G. Kendall, Royal Naval Reserve, called from Quebec at 4:20 yes- was posted until business closed the cluding passengers and crew terday afternoon for Liverpool. Among casualty board was watched by a dense Henry Seton-Kerr, a barrister whose latest news of the liner. A report of with every possible precaution taken by travels and big game shooting have a collision with an iceberg was not the owners to insure safety for the passhim into many corners of the credited, inasmuch as the liner, having engers and the vessel, is depodrable. The

ternational conference in London, were the rate of 30 guineas per cent was paid. Very shortly afterward the fact The first word of the disaster reached of the vessel having sunk after the from the Marconi station at Father Point collision with the Storstad became to the Marine Department agent here. It known and this stopped all further re-

The loss is a heavy one for the inmiles east of Father Point and was sink- surance market. The insured value of the Empress of Ireland is \$1,400,000. that being the amount falling upon insurers on this side of the Atlantic. The Eureka and the mail tender Evelyn, sta-tioned at Father Point, had been rushed loss of cargo and disbursement may fine judgment to seek success on his own Railroad, it was announced at 458 Broad-p. m. and had an uneventful evening.

with the Empress of Ireland but a short the Empress of Ireland, was recalled to time when the messages suddenly ceased. notice because of his work in identify-An hour after the first messages were ing and securing the arrest of the London murderer, Dr. Crippen. He was at that time captain of the steamer Mon-

from the prominence that Laurence people, and the Garrick and Green Room clubs were beset with inquiries in "A Midsummer Night's Dream." assumed, were with them. Among Mrs. Wilde, a young widow, who is Captain Kendall's niece. Her husband only remaining brother, Cedric Evans, but which illness prevented the elder Irv-Sir Henry Seton-Karr, who was knight- was third officer of the Empress of ed and made a Companion of St. Michael Ireland, another brother, George Evans, and St. George in 1902, was one of the who was sixth officer of the Titanic. best known sportsmen and practical nat- having lost his life with that ship. Her uralists of his time and had also inter- father was drowned at sea seventeen years ago while he was captain of the

General Bramwell Booth dispatched He travelled and shot big game in deep sympathy for all the bereaved

Liverpool, May 29 .- Crowds gathered to-day at the offices of the Canadian Pa-State colonization was a subject on cific Company awaiting information their wives and children turned away

Earthquake in Alaska.

CAPTAIN KENDALL AND OFFICERS ON EMPRESS OF IRELAND'S BRIDGE.



OFFICIAL VERSION

Empress of Ireland Sank in 14 Minutes, Says C. P. R. President.

on the loss of the Empress of Ireland:

"The catastrophe, because of the great loss of life, is the most serious in the

"Owing to the distance of the nearest able delay in securing official details, but v expect a report from Captain Ken-

"From the facts as we have them it is apparent that about 2 o'clock this morn ing the Empress of Ireland, when stopped in a dense fog, was rammed on the port side by the Norwegian collier Storstad in such a manner as to tear the ship from The flags of the shipping offices in the middle to the screw, thus making the London were halfmasted on receipt of watertight bulkheads, with which she was provided, useless.

"The vessel settled in fourteen minutes the Titanic was announced at the passengers were in bed, and the in-

"That such an accident should be possible in the St. Lawrence and to a vessel the names on her passenger list is Sir mass of members anxious to obtain the of the class of the Empress of Ireland. world; Laurence Irving, the actor, son of the late Sir Henry Irving, his wife, Miss Mabel Hackney, and two other many lates the late Sir Henry Irving is deporable. The disaster is, of could not have got out of the St. Law-

SON OF SIR HENRY IRVING

Laurence Irving, Actor and

Dramatist, One of the Lost. Laurence Sydney Brodribb Irving, actor, manager and author, had at once the ad-vantage and the disadvantage of being the son of his father-that is, of an actor and manager who was so supremely great that his name reflected lustre upon its in-heritors, while his achievements baffled emulation. The son had, however, the New York office of the Canadian Pacific "We left Quebec on May 27 at 4:30 merits and not to make himself a mere Captain H. G. Kendall, commander of parasite upon his father's imperial re-He was born in London on December

Marlborough College and the College Rollin, in Paris, with the purpose of preparwith the same end in view he spent some the enticements of diplomacy, and he soon joined F. R. Benson's company and made his first appearance as Snug, the Joiner, next year he was a member of J. L. was marked with much success. others who sought information was played some of Sir Herbert Tree's parts on the road, particularly that of Svengali in "Trilby." In 1898 he appeared at the Lyceum Theatre, London, in his own play was chief officer of the Titanic and of "Peter the Great," taking the part perished in the wreck of that ship. Her which had been intended for his father, ing from accepting. He was seen also as Talien in "Robespierre," Junius Brutus in Colonel Midwinter 'Waterloo," Fouché in "Mme. Sans Gene," Courriel in "The Lyons Mail," Antonio in The Merchant of Venice," Nemours in was the creator of the part of Crawshay

In 1909 he visited this city under the management of the Shuberts, and was "The King and the Vagabond," "The Incubus," "The Three Daughters of M. Dupont" and other works. Since then Tree's management, and added Iago and Hamlet to his Shakespearian parts, in addition to leading roles in a number of to leading roles plays. He wrote "Peter the plays. He wrote "Peter the plays. Hum-Great." "Bonnie Dundee." ger and the Law." "Uncle Silas," "Gode-froi and Yolande," "A Christmas Story," "Richard Lovelace," "The Phoenix," Unwritten Law," "The Terrorist," "The Typhoen" and "The Fool Has Said in His Heart"-the last named produced by E. H. Sothern in this country in 1907. He translated for his father Sardou's "Ro spierre" and "Dante" and also Gorky's "The Lower Depths."

Mr. Irving was in 1898 announced to be



LAURENCE IRVING AND HIS WIFE.

THE DEATH ROLL OF THE SEA.

Titanic, April 14, 1912	1,490
Kicke Maru. September 28, 1912	1,000
General Slocum, June 15, 1904	1,000
Norge, July 3, 1904	750
Princess Alice, September 3, 1878	700
Mikasa, September 12, 1905	599
Utopia, March 17, 1891	574
La Bourgogns, July 4, 1898	571
Ertegrul, September 19, 1890	540
Namehow, January 13, 1892	414
Wah Yung, November 15, 1887	400
Duburg February 17, 1890	400
Reina Regente, March 11, 1895	400
Cimbria, January, 1883	389
Victoria, June 22, 1893	360
Sirio, August 4, 1896	350
Elbe, January 30, 1895	335
Kapunda, January 29, 1887	300
Matsu Maru, March 23, 1908	300

NO ONE FROM HERE SHIP'S SURGEON ON ILL-FATED SHIP

Some Passengers Had Business Affiliations in City, However -Mum at Line Office.

Not one of the passengers on the Empress of Ireland was booked from the Dr. Grant said: 21, 1871, and was carefully educated at there were some with business connections here, as attested by the inquiries received during the day at the local of-

fice of the line. York passenger agent, who is in Wash- three blasts of the whistle, I am conington, and his assistant, C. E. Edling- tinuing my course.' The collier anton, L. R. Hart, a clerk, assumed charge swered, but what the reply was I have o. the office. To carly inquirers he de- not learned. Then Captain Kendall telegram from the Quebec office stating am stopping." that the steamer had not sunk and was proceeding to Quebec under her own approaching. The captain of the Emsteum. Later in the day he denied hav- press signalled to reverse, full speed o'clock this afternoon, having on board ing received such a communication.

Canadian offices of the line were futile until late in the afternoon. Then there be sent here, as the Montreal office was collier backed off about a mile. having difficulty getting them there.

accident in which the Empress of Britain, over still further to starboard as the sister ship of the Empress of Ireland, water forced its way through the gapfigured three years ago not far from ing break in her side, she lurched lier Helvetia was rammed and sunk, further and was doomed. There was a panic on the Empress of Britain, but no lives were loct.

telegram from Montreal, addressed to W.

docked at Rimouski wharf this morning captain reported saloon passengers and Lady Evelyn and the crew. The captain and other offi-Eureka, after landing passengers, will proceed to the scene of the wreck and W. G. ANNABLE, General Passenger Agent, Montreal."

Italy Sends Sympathy.

Rome, May 29.-King Victor Emmanuel

TELLS OF CRASH

Continued from page 1

the ship he went, earning praise that afterward was unanimously granted him.

Asked for his story of the disaster.

way yesterday. So far as could be de- During the early morning a fog dropped termined none of those aboard the ves- around us and we proceeded slowly. At sel were residents of this city, although $1:3\theta$ a.m. we put the pilot off at Father "At 1:52 the collier Storstad rammed

the Empress of Ireland. The vessel's lights had been sighted by the watch, who reported to Captain Kendall on In the absence of W. H. Snell, the New the bridge. The captain signaled with clared that he had received an "unofficial" Ecunded the whistle twice, saying. 1 "The light of the collier could be seen

came a message stating that the names starboard side. The plates were ripped

"In a few moments the Empress le-The disaster of yesterday recalled to gan to list to one side. She made an atthe minds of men in shipping circles the tempt to right herself and then, canted

"An attempt was made to lower the boats on 'the starboard side. The first The first official notice of yesterday's one was thrown clear and the sailor in accident was received at the Canadian it was flung out. That boat over-Pacific office shortly before noon in this turned. Then some of the port boats were flung across the deck by her list Report at 16:15 this morning states and several people were killed. They that the Lady Evelyn and the Eureka were crushed to death against the rail."

Walked Into the Sea. "There was no disorderliness among

cers remained on the bridge until the

vessel sank. It was just seventeen minutes from the time she was rammed until she sank below the surface. Only a few were able to obtain life belts. and practically all were forced out in their night attire into the icy water. pressions of sympathy to the government | Several hundred clung to the ship un-London in the disaster which has til she went down, holding to the rail overtaken the Empress of Ireland. The until the vessel canted over so far that Pope and Cardinal Merry del Val, Papal it was necessary to climb the rail and Secretary of State, have expressed their stand on the ship's plates. Then, as condolences through the Apostolic Dele-she keeled over further, they slid down

and into the water as though they were walking down a sandy beach to bathe

"Then there were several hundred souls swimming around in the water, screaming for help, shricking as they felt themselves being carried under or uttering strange, weird moans of ter-

"The lifeboats of the Storstad were launched, and came rapidly to the rescue. Not one went back that was not well loaded. About five of the Empress's boats also got away.

"The entire catastrophe was so sudden that scores never left their bunks. They were caught like rats. Add to this the fact that the passengers had been on the ship only a day, and were not yet familiar with their surroundings. In the confusion and semi-panic many could not find their way to the decks, and only a few knew how to reach the boat deck. This was largely responsible for the terrible toll of

The survivors were taken on board the Storstad and the Lady Evelyn, which was summoned by wireless. There everything possible was done for them. In at least five cases, however, the shock and exposure proved fatal. Four women died after they reached the Storstad. In each case I was called and the unfortunate died before anything could be done. The last spark of energy had been exhausted. Another woman died as she was being taken ashore."

COLLIER'S BACKING DOOMS EMPRESS

Many More Saved, Survivor Says, Had Storstad Not Reversed.

Quebec, May 29 .- A story to the effect that there was a tremendous explosion on board the Empress of Ireland after she was hit by the Storstad to Canada, twenty-two years ago, where was told to-night by Philip Lawler, a he served several years in a subordinate steerage passenger from Brantford, position, being recalled to London to take Ont. Lawler was on his way to England with his wife and son, Robert, fif- homes. Sweden was his next post. Then teen years old. When the collision came the Empress

listed under the severe shock, and Commissioner T. B. Coombs. water rushed into the steerage quarters. A few seconds later there came an explosion that shook the vessel, where the Salvation Army has posts. He Probably this, Mr. Lawler said, was when the water reached the boilers.

ship into the sea by the explosion," he Of his eight children no two were born sald. "I was pushed overboard with in the same country. my wife and boy. The boy could swim. so I tried to take care of my wife, but somehow she slipped from my grasp

Dr. Johnston, chief medical officer on the Empress, said that had the Storstad United States. not backed away so soon a larger number of the passengers would have been saved. He said that when the collier pulled herself free the sea surged into the hole she had torn in the side of the Empress and the liner sank quickly. Chief Marconi Operator Hayes of the

Empress told of the sinking of the ves-

"As soon as I felt the shock of the collision I was ordered to sound the danger signal, and the flash of my S O S was immediately picked up by the operator at Father Point and was answered back. But I could not talk the American Salvationists were not or with him, for five minutes after the im- the Empress of Ireland, for the Canadian pact my dynamos failed and seventeen Pacific Railroad made special transportaninutes later our ship went down."

sinking liner and swim around for cided to go on the Olympic. nearly an hour and then to drop dead from exhaustion on the deck of the pilot vessel Eureka was the fate of an nation they listened to the simple words unknown woman. She had on little in which Commander Eva Booth told of clothing and has not been identified.

The noise of water rushing into his cabin awakened W. Davis, of Toronto. and his wife. They fled on deck, but in the rush of passengers were separated. Mr. Davis was saved, but it is feared that his wife went down with

the ship.

A full equipment of ambulances, suptown of Levis, on the opposite side of the river, and by the army medical service orps was waiting in readiness at Levis when the special survivors' train arrived. The passengers were immediately disembarked and transferred to the ferry steamer that had been waiting at the special wharf to facilitate the transfer to the Quebec.

SHIP'S CAPTAIN SURVIVES Empress's Commander Bearing Up Bravely Under Ordeal. [By Telegraph to The Tribune

Rimouski, Que., May 29.-The secend relief train left this town at 3 ag received such a communication.

All attempts to get in touch with the avoid the small ship. She was rammed of the Empress of Ireland. Forty of those rescued were wound-

ed, and could not be moved to travel on of the passengers and survivors could not open to an enormous length. Then the the train. They are under the care of doctors from Quebec who went down to attend to them. Other medical men are taking care of those in need of medical assistance.

The rumor that Captain Kendall was in a dying condition, which was re-ported here from Montreal, had no foundation in fact. The commander of the Empress of Ireland is in as good condition as could be expected, in view of the terrible experience through which he has passed.

Jones, Crewdson & Youatt, of Manuelle and Standard and Standard are supposed to have been lost.

DISASTER APPALLS SALVATION ARMY

Delegates to Convention Attempt to Cancel Passage on Olympic.

SON OF NEW YORK **COMMANDER SAVED**

Mere Chance That 700 Americans Who Will Sail To-day Were Not in Wreck.

Several hundred members of the Salvation Army who will sail for England to norrow on the Olympic, to attend the international convention, waited about the corridors of the national Salvation Army headquarters, in 14th st., near Sixth av., yesterday, anxious concerning the fate of members of their organization who were passengers on the Empress of Ireland, which sank in the St. Lawrence River yesterday. Nearly all of the 160-odd Salvationists

on the steamer were known or related to the delegates now in this city. Of the Canadian expedition, according to a telephone message from Montreal re-ceived at the Salvation Army Building late in the afternoon by Colonel W. A. MacIntyre, New York commander, only twenty-two were saved. Among those was Colonel MacIntyre's son, Kenneth, twenty-five years old and a graduate of The three highest officials of the Cana-

dian Salvation Army perished. They were David Rees, commissioner from Canada; Colonel Sidney Maidment, chief secretary, and Colonel Albert Gaskin, field secretary, Commissioner Rees, whose wife and four children also were drowned, had been in the army more than thirty-three years. He worked his way up through the ranks to one of the highest positions He at one time commanded the London army, and later took charge of the work in Scotland. From there he was ordered charge of the international training he went back to London. Three years ago he went to Canada and succeeded

Colonel Maidment was about forty-seven years old, and had been stationed in nearly every country of the world served in Norway, Sweden, England, South Africa, the West Indies, South "People were simply shot out of the America, the United States and Canada.

Colonel Gaskin, the field secretary of Canada, had occupied that position eighteen years, an unequalled record in the Dominion. Before coming there he served in London under Miss Evangeline Booth, the present commissioner of the

Mrs. Kenneth MacIntyre, who saw her husband depart on the Empress of Ireland from Toronto, arrived in New York yesterday with Mrs. William Humphrey, of Toronto, whose husband was a member of the band. Not until they reached this cit; did they learn that the steamer had gone down.

Commissioner Booth kept to her office yesterday afternoon and would see none of her subordinates, so upset was she at the news of the disaster. Late in the afternoon, however, she made a short adcress to the delegates on the roof of the building in 14th st.

It was only by the merest chance that tion offers to those going abroad to at-Pluckily to leap from the deck of the tend the convention. It was finally de-

> of the Memorial Hall last night. With resigthe loss the army had sustained.

"Out of 175 officers of the army in Canada," she said, "who sailed on the Empress of Ireland only fourteen survive. Our forces in Canada have received a terrific blow. Practically all the higher officers have been wiped out."

Late last night Commander Booth announced that a subscription list would be opened in this city to aid the survivors. plied by the city of Quebec, by the The money collected will be sent to Canada. It was stated that subscriptions could be sent to any newspaper or to the headquarters of the organization in this city. Checks sent to the local headquarters should be made payable to the Salvation Army Telegrams of sympathy were received

last night from John Wanamaker and Lieutenant Governor Gibson of the Province of Ontario. It was also announced that during the

absence of Commander Booth in England commander in this country.

FEAR BROTHER IS LOST New York Man Goes to Canada to Look for Kin.

After an anxious day spent in making

quiries as to the safety of his brother P C. Averdierck, a passenger on the Empress of Ireland, H. Averdierck left here last night for Montreal without learning his brother's fate. H. Averdierck lives at the Seville Hotel, 29th st. and Madison av. P. C. Averdierck, A. G. Brandon and Walter Fenton, all of Manchester, England, came to New York a short time ago to consult with members of the American Thread Company, the American branch of Jones, Crewdson & Youatt, of Manchester are supposed to have been lo

This establishment will remain closed today

J. M. Giddisty & Co.

Announce very important Sales to Begin Monday, June 1st-offering decisive price concessions. See Sunday papers for details.